

Message Text

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PAGE 01 MEXICO 10139 070150Z

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ACTION ARA-10

INFO OCT-01 ISO-00 SNM-02 AID-05 /018 W

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P R 070120Z AUG 76

FM AMEMBASSY MEXICO

TO SECSTATE WASHDC PRIORITY 6655

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S/NM FOR VANCE; AID/SER/INC FOR WAMPLER; DEA/EOI FOR
CUSACK; AID/GC FOR FINK; DEA/SAO/MEX FOR SWANK.

E.O. 11652: N/A

TAGS: SNAR/MEX

SUBJECT: CARGO AIRCRAFT, STOL-TYPE: ADDITIONAL JUSTIFICATION

REFS: (A) STATE 183684; (B) STATE 154791; (C) TELEON

BERNAL-HALL, 30 JUL 76.

1. SUMMARY: NAU AVIATION OPNS ADVISOR PROVIDED STEERING
COMMITTEE IN-DEPTH JUSTIFICATION FOR PARTICULAR
TYPE CARGO AIRCRAFT, STOL TYPE, COVERED UNDER THE
TERMS OF 30 JUNE 76 LETTER OF AGREEMENT, WHICH EN-
COMPASSES THE MULTIPURPOSE NATURE OF THE MISSION,
WEATHER, AND TERRAIN CONDITIONS ENCOUNTERED, TAKE-OFF
AND LANDING TACTICAL AREAS, PAYLOAD AND RANGE, IN
COUNTRY MAINTENANCE CAPABILITY AND AIR CREW PROFI-
CIENCY. STEERING COMMITTEE STRONGLY SUPPORT AV OPNS
ADV RECOMMENDATION ON THE DE HAVILLAND TWIN OTTER AS
MOST APPROPRIATE AIRCRAFT BASED ON INTENSIVE RESEARCH
PERFORMED. END SUMMARY.

1. DURING THE PAST CAMPAIGN, THE AG AERO SERVICES
MANAGEMENT INCORPORATED A NUMBER OF NEW APPROACHES TO
IMPROVE AIRCRAFT AVAILABILITY. ONE HAS BEEN THE UTI-
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PAGE 02 MEXICO 10139 070150Z

LIZATION OF THE 680E AERO COMMANDER, XC-CON, EX-

CLUSIVELY FOR THE TRANSPORT OF VITAL AIRCRAFT PARTS AND PERSONNEL. THIS SYSTEM HAS RESULTED IN MINIMUM LOSS OF AIRCRAFT UTILIZATION OUT-STATION.

2. THE SYSTEM DOES, HOWEVER, HAVE LIMITATIONS. THE 680-E COMMANDER DOES NOT HAVE THE CAPABILITY TO TRANSPORT HEAVY BULKY ITEMS NOR CAN IT DELIVER PARTS TO SHORT MOUNTAIN STRIPS, SUCH AS TOPIA (5,200 FEET ABOVE SEA LEVEL AND 1,500 FEET IN LENGTH), WHERE MUCH OF THE POPPY ERADICATION ACTUALLY TAKES PLACE. THIS RESULTS IN OVERSIZE PARTS BEING TRUCKED TO CENTRAL LOCATIONS FOR ONWARD TRANSPORTATION BY BELL 212 HELICOPTERS AT AN ESTIMATED COST OF U.S. DOLS 700.00 PER FLIGHT HOUR. IN ADDITION TO BEING COSTLY THIS PROCEDURE IS TIME CONSUMING AND DETRACTS ROTARY WING AIRCRAFT FROM THEIR PRIMARY MISSION WHICH IS HERBICIDE SPRAYING.

3. AG SENIOR STAFF IS OF THE OPINION, AND STEERING COMMITTEE AGREES, THAT ONE STOL TRANSPORT AIRCRAFT SUCH AS THE DEHAVILLAND TWIN OTTER WOULD PROVIDE THE NECESSARY LIFT CAPABILITY TO FILL THIS VOID. THE MISSION ENVISIONED THAT THIS AIRCRAFT WOULD BE MULTI-PURPOSE: TRANSPORT OF PERSONNEL, SPARE PARTS FROM MEXICO CITY FOR OUT-STATIONS WHERE HELICOPTERS AND OTHER AIRCRAFT WILL BE OPERATING, AND WHEN NECESSARY, TRANSPORT OF VITAL PARTS, FUEL AND HERBICIDES TO FORWARD OPERATING AREAS.

4. WEATHER CONDITIONS AND TERRAIN ARE PRIMARY CONSIDERATIONS IN SELECTING AN APPROPRIATE AIRCRAFT FOR THIS MISSION REQUIREMENT. MEXICO CITY AIRPORT GENERALLY OPERATES UNDER INSTRUMENT FLIGHT RULES (IFR) DURING EARLY MORNING AND LATE AFTERNOON HOURS. THEREFORE, THIS AIRCRAFT MUST BE CAPABLE OF FLYING IFR TO ALTITUDES OF 20,000 FEET ABOVE SEA LEVEL. (SEE MEXICO CITY IFR APPROACH PLATES.)

5. INTENDED DESTINATIONS SUCH AS CHOIX, SAN JOSE, MESA LARGA, DOLORES, AND TOPIA ARE LOCATED IN RUGGED TERRAIN LIMITED OFFICIAL USE

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PAGE 03 MEXICO 10139 070150Z

WHICH RESULTS IN NECESSARILY SHORT AND GENERALLY UNIMPROVED AIRSTRIPS, NECESSITATES AN AIRCRAFT WHICH CAN TRANSPORT RELATIVELY LARGE VOLUMES OF CARGO AND MAINTAIN THE BEST POSSIBLE MARGIN OF SAFETY DURING TAKE-OFF AND LANDING.

6. TO MEET THESE OPERATING REQUIREMENTS, THIS AIRCRAFT SHOULD BE A MULTI-ENGINE CARGO/PASSENGER SHORT

TAKE-OFF AND LANDING (STOL) AIRCRAFT. IT MUST BE CAPABLE OF TRANSPORTING PAYLOADS OF APPROXIMATELY 3,000 POUNDS, UNDER IFR CONDITIONS, A DISTANCE OF NOT LESS THAN 650 STATUTE MILES WITH FUEL RESERVE. IT MUST BE CAPABLE OF OPERATING IN AND OUT OF IMPROVED AND UNIMPROVED LANDING ZONES. TAKE-OFF AND LANDING DISTANCES, ZERO WIND AND DRY SURFACE, NOT TO EXCEED 1,000 FEET GROUND ROLL. TURBINE ENGINES AND TRICYCLE LANDING GEAR ARE DESIRABLE.

7. DUE TO THE PRESENT PROFICIENCY LEVEL OF GOM MECHANICS AND FLIGHT CREW MEMBERS, THIS AIRCRAFT SHOULD BE RELATIVELY MAINTENANCE FREE AND EASY TO OPERATE. THERE IS NO AIRCRAFT WHICH CAN MEET A MULTI-PURPOSE MISSION ALL OF THE TIME. HOWEVER, THE DEHAVILLAND TWIN OTTER, GIVEN THE FACTORS OF RUNSWAYS, CREW CAPABILITY, RELIABILITY, AND TERRAIN, IS THE MOST APPROPRIATE FOR THE MISSION. OUR RESEARCH INDICATES THERE ARE NO AIRCRAFT OF UNITED STATES MANUFACTURE WHICH MEET THE ABOVE REQUIREMENTS OF THIS PROGRAM. FYI: DURING RECENT MEETINGS RELATED TO TRIZO II INVOLVING PRINCIPALS FROM DEA/MEX, S/NM-LA COORDINATOR, SAO/MEX, SPECIAL ASSISTANT AND NAU, AN AGREEMENT WAS REACHED WHEREBY DEA WILL PROVIDE THEIR DC-3, AS NEEDED, UNTIL DELIVERY OF AG AIRCRAFT, EVEN THOUGH DC-3 NOT REPEAT NOT ENTIRELY SUITED TO MISSIONS DESCRIBED ABOVE. END FYI.

8. SPECIFICATIONS CITED IN REF. (A) STILL UNDER DISCUSSIONS WITH AG SENIOR STAFF WITH MINOR DETAILS STILL TO BE RESOLVED. AV. OPNS. ADV. RECOMMENDS INCLUDING DISTANCE MEASURING EQUIPMENT (DME) TO SPECIFICATIONS. FINAL OUTCOME ON OTHER MINOR SPECS LIMITED OFFICIAL USE

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PAGE 04 MEXICO 10139 070150Z

SUBJECT OF SEPTTEL.

9. REQUESTED ACTION: THAT WASHINGTON GROUP PROCEED ON PROCUREMENT OF CARGO AIRCRAFT, STOL TYPE, DE HAVILLAND TWIN OTTER. JOVA

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